

**THE DISTRICT
TRAFFIC IMPACT ANALYSIS**

January 31, 2011

Prepared for:

**Residential Housing Development, LLC
1302 Waugh Drive, Suite 305
Houston, Texas 77019**

Prepared by:



Job Number 14574-YYY

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THE DISTRICT TRAFFIC IMPACT ANALYSIS

January 31, 2011

INTRODUCTION

The following Traffic Impact Analysis (TIA) has been prepared to determine any traffic-related impacts within the project area roadways and intersections due to the proposed The District student housing development generally located at the northwest corner of the 6th Street/Herbert Avenue intersection located within the City of Tucson. **Exhibit 1** shows the project area map.

This TIA was prepared following Chapter 6.3.2 (Traffic Impact Analysis) of the City of Tucson *Transportation Access Management Guidelines for the City of Tucson, Arizona* publication. Based on the anticipated peak hour trips generated by the project, this TIA was prepared following the criteria for a Study Category I analysis (100-500 peak hour trips).

PROJECT DESCRIPTION

The project consists of developing two student housing buildings totaling 206 units, with 756 beds. These housing units will only be available to students attending the University of Arizona, located about a mile east of the project site. The site is bounded by 5th Street to the north, 6th Street to the south, Herbert Avenue to the east and Arizona Avenue to the west. Site access is proposed via an inbound only access at 5th Street/5th Avenue, an access driveway off of Arizona Avenue and an access driveway along Herbert Avenue. It is assumed that the opening year for this project is late 2012. **Exhibit 2** shows the conceptual project site plan.

EXISTING TRANSPORTATION CONDITIONS

The following is a brief description of the City of Tucson roadways within the project area.

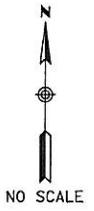
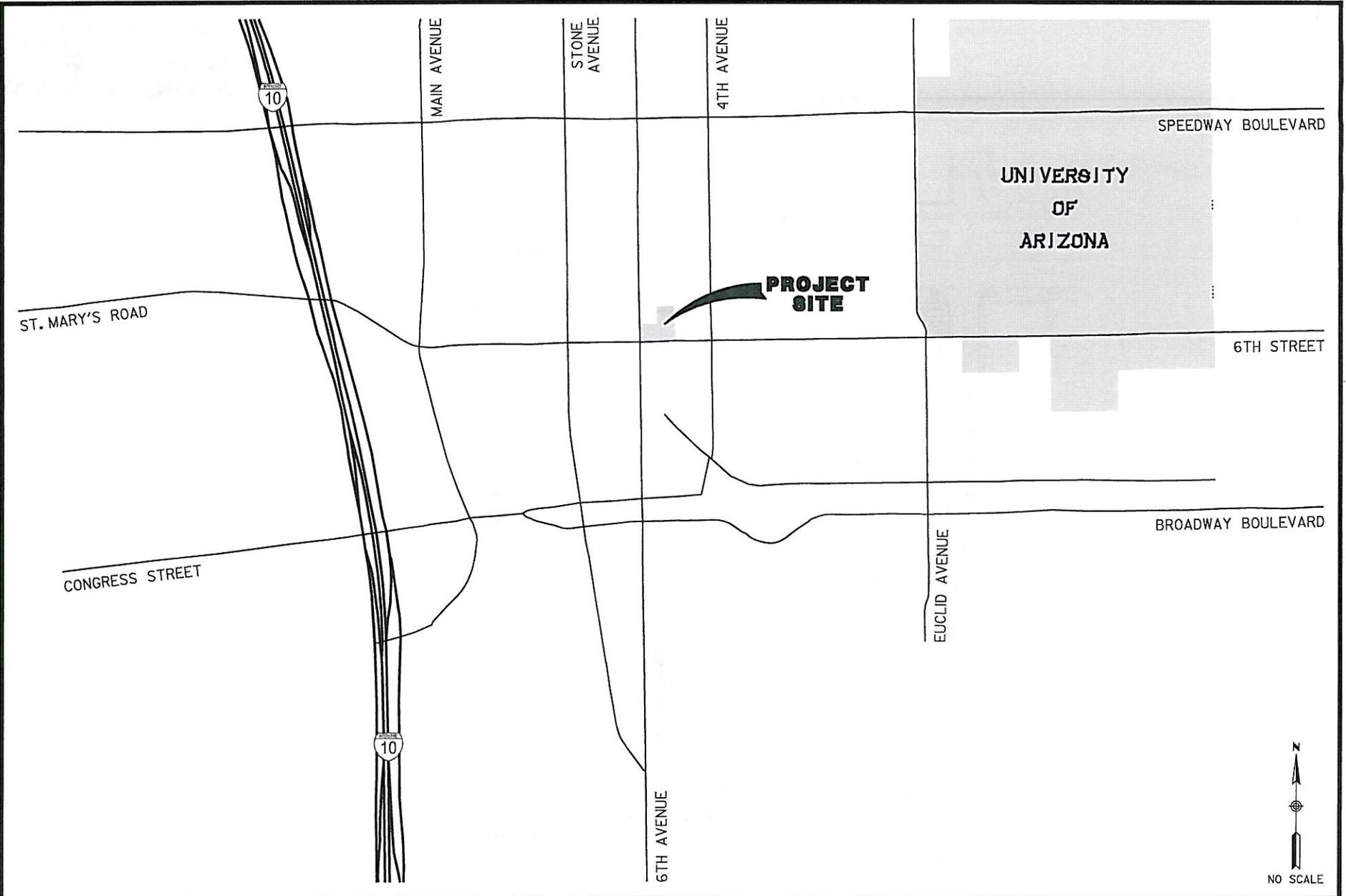
6th Street is classified as a Collector Street. Within the project area, it currently provides two vehicular travel lanes in each direction with a center two-way left-turn lane. The posted speed limit is 30 mph and on-street parking is prohibited. Traffic signals are provided at its intersection with 4th Avenue and 6th Avenue.

6th Avenue is classified as an Arterial Street. It is a one-way northbound street that provides three vehicular travel lanes. The posted speed limit is 30 mph and on-street parking is allowed. Within the immediate project area, a traffic signal is located at its intersection with 6th Street.

5th Street is an unclassified roadway within the project area. It currently provides for a travel lane in each direction. On street parking is permitted along both sides of 5th Street.

Arizona Avenue is a two way alley within the immediate project area. Arizona Avenue is one of the streets in which the proposed project will take access

5th Avenue is an unclassified two lane roadway within the project area. It currently provides access to existing residences within the neighborhood. On street parking is permitted along both



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EXHIBIT 1
PROJECT AREA MAP
THE DISTRICT TRAFFIC IMPACT ANALYSIS

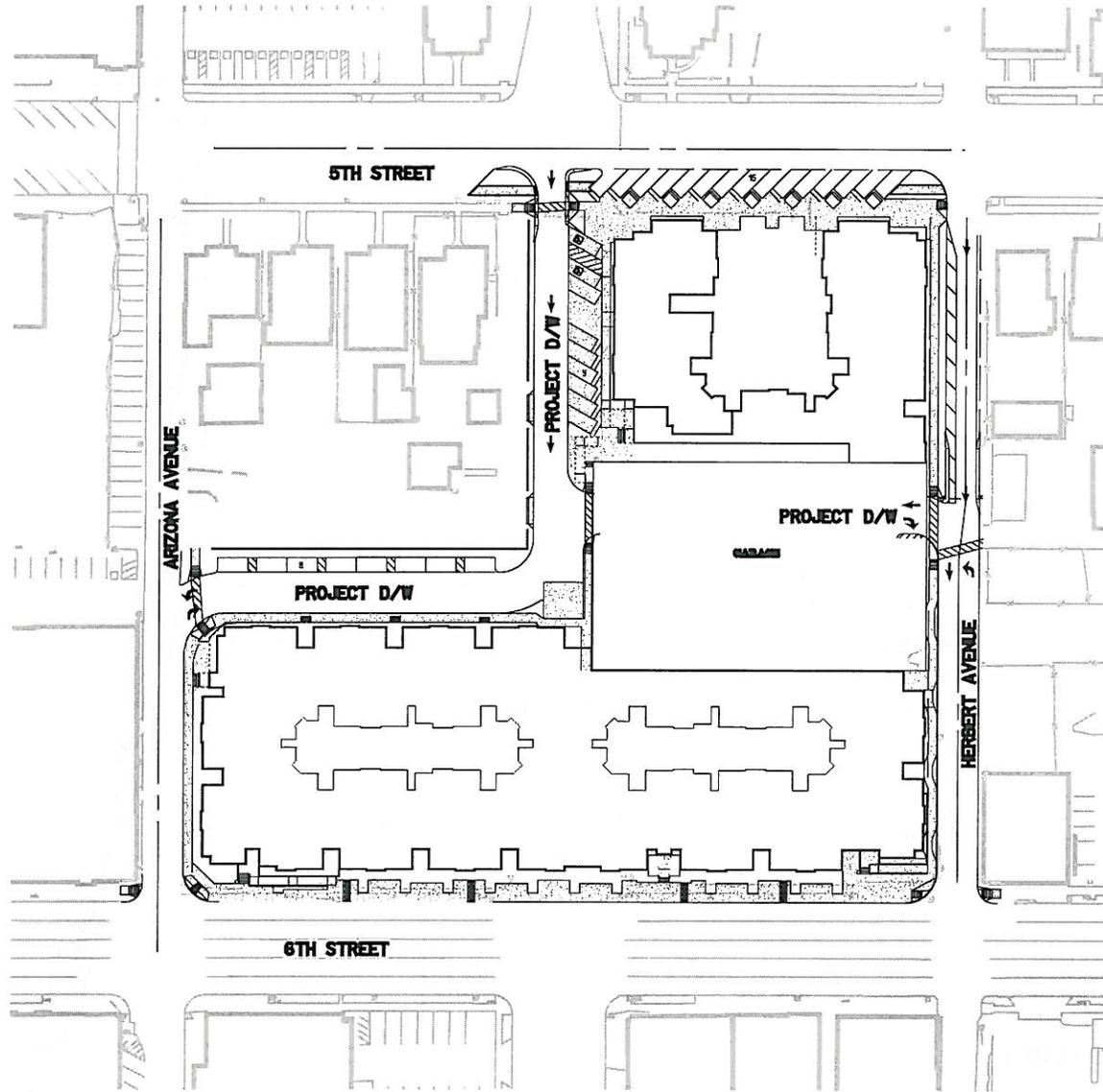


EXHIBIT 2
CONCEPTUAL SITE PLAN
THE DISTRICT TRAFFIC IMPACT ANALYSIS

sides of 5th Avenue. 5th Avenue north of 6th Street is currently a dead end as it approaches 5th Street. The proposed project proposes to connect to 5th Street, as a one-way roadway southbound, just south of 5th Street (inbound only access to project site). The intersection of 5th Avenue and 6th Street will be eliminated as part of this proposed project.

Herbert Avenue is a one way alley (southbound) within the immediate project area. Herbert Avenue is one of the streets in which the proposed project will take access (egress only).

4th Avenue is an unclassified roadway within the project area. It currently provides two vehicular travel lanes in each direction with a center two-way left-turn lane. The posted speed limit is 25 mph and on-street parking is provided. Within the immediate project area, a traffic signal is located at its intersection with 6th Street.

Exhibit 3 shows the existing transportation conditions within the project area.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes at the project area intersections were obtained from traffic counts conducted by Field Data Services of Arizona on Thursday, October 14, 2010. The turning movement counts were conducted during the AM (7-9) and PM peak (4-6) periods. **Exhibit 4** shows the existing intersection turning movement counts within the study area. **Appendix A** contains the manual turning movement count sheets at the study intersections.

TRAFFIC ANALYSIS METHODOLOGY

The intersections and roadways within the project area were analyzed for the following scenarios:

- Existing
- Non-site traffic (2012 background traffic only)
- Opening year (2012)

The level of service for signalized intersections was calculated using the methodologies described in Chapter 16 of the 2000 Highway Capacity Manual (HCM). The level of service for signalized intersections is defined in terms of control delay, which is made up of a number of factors that relate to right-of-way control, geometrics, traffic volumes, and incidents. The signalized intersection analysis also takes into account intersection spacing and coordination.

The level of service for unsignalized intersections was calculated using the methodologies described in Chapter 17 of the 2000 HCM. The level of service for a two-way stop controlled intersection is determined by the computed control delay for each minor street movement and major street left-turns, and not for the intersection as a whole. For all-way stop-controlled intersections, the control delay is computed for the whole intersection, per methodologies also described in chapter 17 of the 2000 HCM. Level of Service A through D is considered acceptable for peak hour intersection operations. The project area intersections were analyzed during the AM and PM peak hours.

The intersection calculation sheets are contained in **Appendix B**.

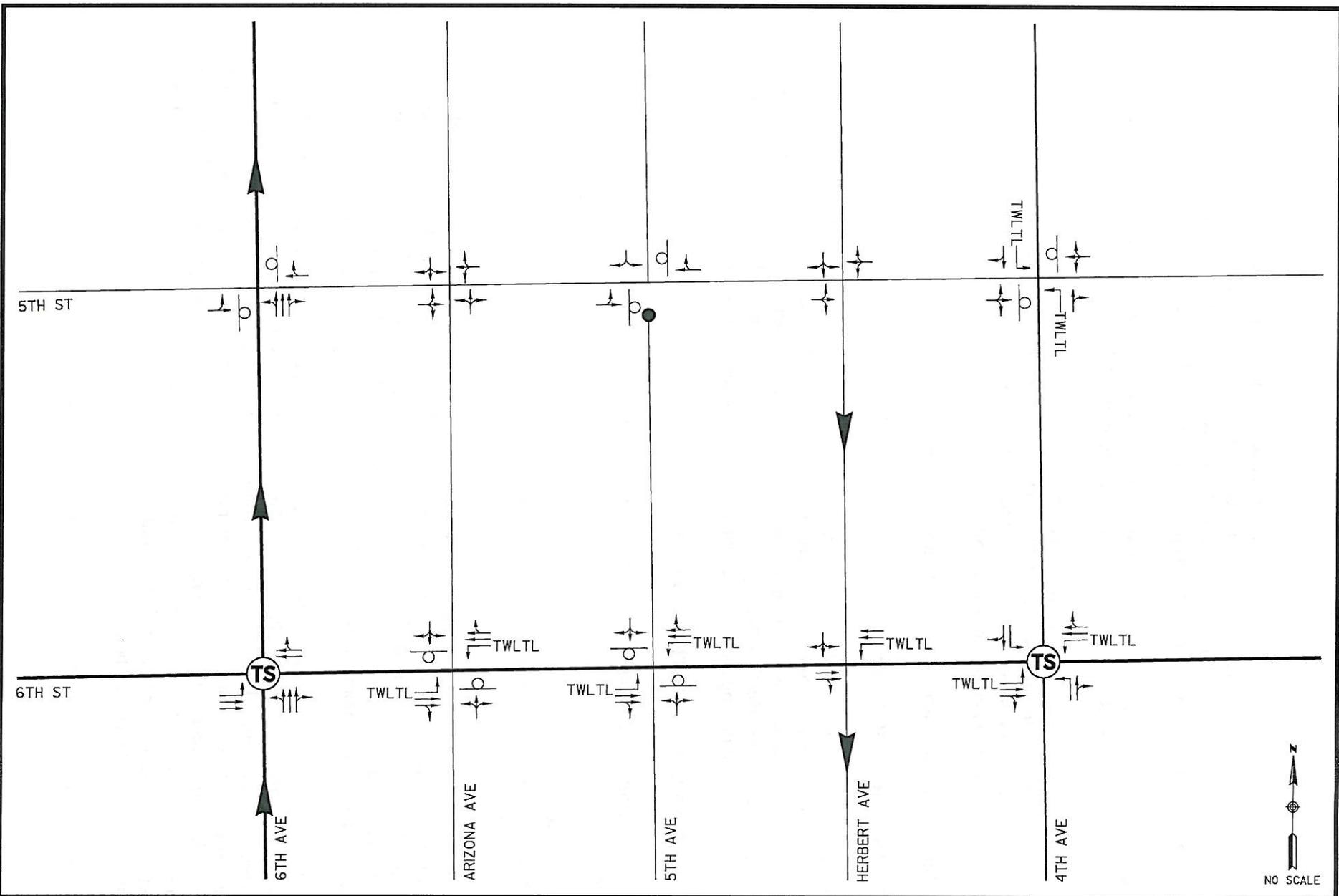


EXHIBIT 3
 EXISTING TRANSPORTATION CONDITIONS
 THE DISTRICT TRAFFIC IMPACT ANALYSIS

LEGEND	
	= TRAFFIC SIGNAL
	= STOP SIGN
	= TWO WAY LEFT TURN LANE

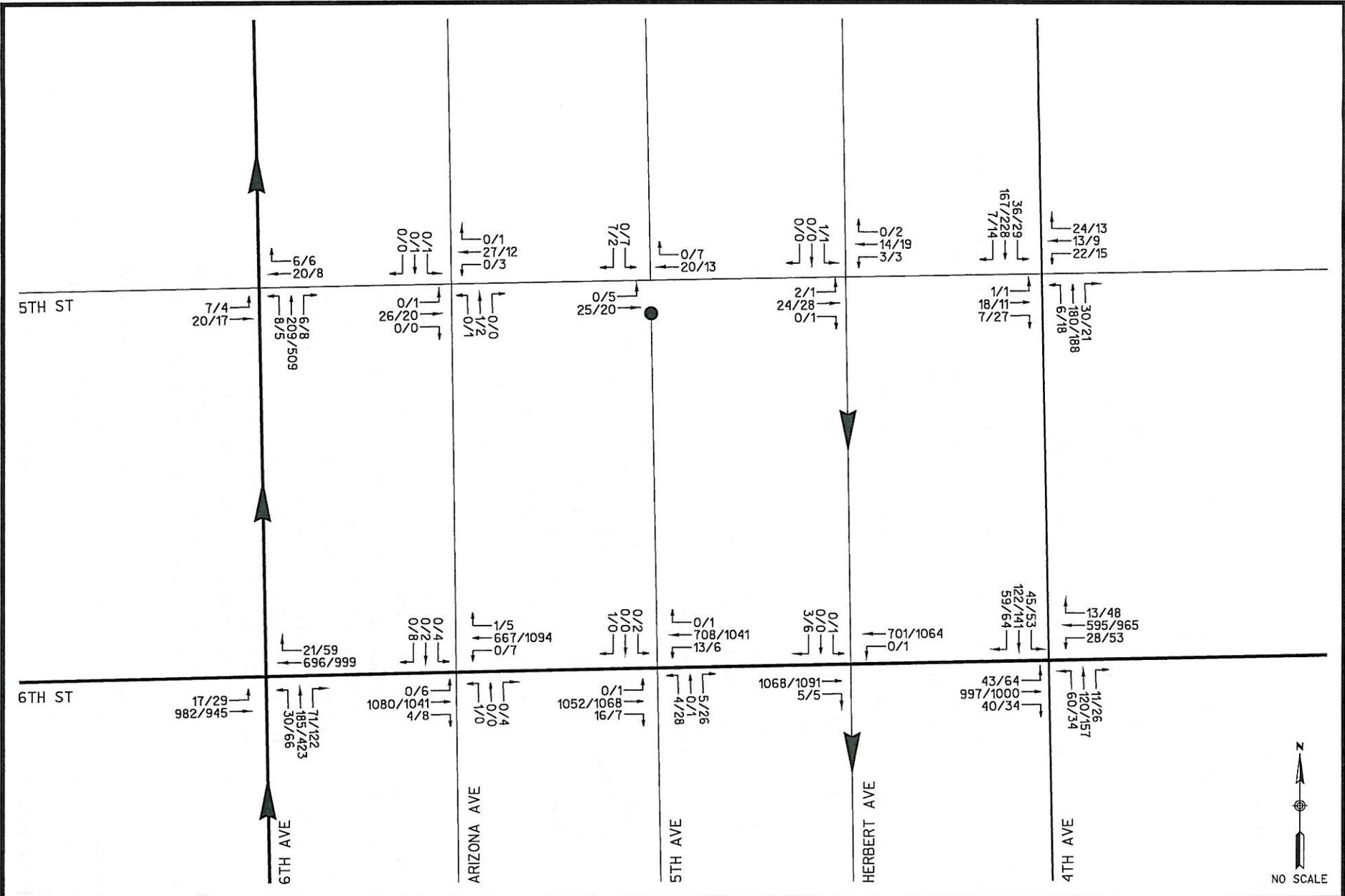


EXHIBIT 4
 EXISTING TRAFFIC VOLUMES
 THE DISTRICT TRAFFIC IMPACT ANALYSIS

LEGEND
 xxxx/xxxx = AM/PM PEAK HR

EXISTING OPERATIONS

Table 1 shows that all project area signalized intersection to currently operate at LOS B or better during the AM and PM peak hours.

Table 1 also shows that all the critical movements of the unsignalized intersections to currently operate at LOS D or better during the AM and PM peak hours.

NON-SITE (BACKGROUND) TRAFFIC VOLUMES

In order to estimate the opening year (2012) background traffic volumes, the existing traffic volumes were increased 3% per year. Therefore, the existing 2010 traffic volumes were increased by 6% to reflect 2012 conditions. This is based on review of historical traffic volumes within the project area. **Exhibit 5** shows the 2012 background traffic volumes.

2012 NON-SITE (BACKGROUND) TRAFFIC ANALYSIS

Table 2 shows that all project area signalized intersection to continue to operate at LOS B or better during the AM and PM peak hours.

Table 2 also shows that all the critical movements of the unsignalized intersections to continue operate at LOS D or better during the AM and PM peak hours.

PROJECT TRAFFIC GENERATION

Since trip generation rates are not published in ITE (Institute of Transportation Engineer)'s *Trip Generation* publication, specifically for student housing developments, ITE's trip generation rate for apartment use (ITE Land Use 220, See **Appendix C**) was utilized. Although not specifically a student housing trip rate, ITE's apartment trip rate was the most similar use to the proposed project. In addition, a 30% reduction in total trips calculated was assumed to account for alternate modes of transportation. With the project site being only about a mile away from the U of A campus, it is safe to assume that students would take other modes of transportation to get to/from school, such as walking, biking, transit or carpooling. In the nearby vicinity there is a Cat Trans stop on 4th Avenue between 5th Street and 6th Street and a Sun Tran bus stop along 6th Avenue between Herbert Avenue and 5th Avenue. This reduction also takes into consideration that on-site parking will be leased by the students, therefore that likelihood that students would pay for on-site parking and then drive to campus and pay (an even higher rate) to park on campus will be a significant deterrent, and motivation for them to get to campus by other modes. Based on above, the project is estimated to generate 1,751 ADT with 148 trips during the AM peak (29 inbound/119 outbound) and 211 trips during the PM peak (137 inbound/74 outbound). **Table 3** shows the traffic generation calculations for the proposed project. It is important to note that the use of these trip calculations (apartment use) are conservative in nature as they do not necessary reflect the trip characteristics of a student housing development. The traffic analyses are based on these conservative trip generation rates for the proposed development.

It is anticipated that the actual trip generation for a student housing development would yield a lower trip rate than a typical apartment housing development. It is expected that this student housing development would generate approximately 2 trips/bed (person). Especially, with the project site's close proximity the U of A campus (1 mile away). For comparison purposes only, **Table 4** shows the expected trip rate of 2 trips/bed (person) results in a trip generation of 1,058

TABLE 1
EXISTING INTERSECTION OPERATIONS

INTERSECTION	EXISTING	
	DELAY	LOS
5th Street/6th Avenue (U)	AM Peak	
	NB L	9.0 A
	EB L	10.4 B
	WB R	10.3 B
	PM Peak	
	NB L	9.0 A
EB L	13.1 B	
WB R	11.7 B	
5th Street/Arizona Avenue (U)	AM Peak	
	NB LTR	9.3 A
	SB LTR	8.9 A
	EB LTR	7.3 A
	WB LTR	7.3 A
	PM Peak	
	NB LTR	9.1 A
	SB LTR	9.0 A
EB LTR	7.2 A	
WB LTR	7.2 A	
5th Street/5th Avenue (U)	AM Peak	
	SB LTR	9.0 A
	EB LTR	9.2 A
	WB LTR	9.2 A
	PM Peak	
	SB LTR	9.0 A
EB LTR	9.2 A	
WB LTR	9.2 A	
5th Street/Herbert Avenue (U)	AM Peak	
	SB LTR	8.8 A
	EB LTR	7.2 A
	WB LTR	7.3 A
	PM Peak	
	SB LTR	8.8 A
EB LTR	7.2 A	
WB LTR	7.3 A	
5th Street/4th Avenue (U)	AM Peak	
	NB LTR	7.6 A
	SB LTR	7.7 A
	EB LTR	12.3 B
	WB LTR	12.3 B
	PM Peak	
	NB LTR	7.8 A
	SB LTR	7.7 A
EB LTR	11.3 B	
WB LTR	13.1 B	
6th Street/6th Avenue (S)	AM Peak	7.1 A
	PM Peak	11.6 B
6th Street/Arizona Avenue (U)	AM Peak	
	NB LTR	26.8 D
	SB LTR	20.3 C
	EB L	9.1 A
	WB L	11.0 B
	PM Peak	
	NB LTR	12.7 B
	SB LTR	21.6 C
EB L	11.2 B	
WB L	10.9 B	
6th Street/5th Avenue (U)	AM Peak	
	NB LTR	19.4 C
	SB LTR	10.8 B
	EB L	9.2 A
	WB L	11.1 B
	PM Peak	
	NB LTR	27.0 D
	SB LTR	29.2 D
EB L	10.8 B	
WB L	11.0 B	
6th Street/Herbert Avenue (U)	AM Peak	
	SB LTR	10.8 B
	EB L	-
	WB L	10.9 B
	PM Peak	
	SB LTR	14.5 B
EB L	-	
WB L	11.1 B	
6th Street/4th Avenue (S)	AM Peak	9.7 A
	PM Peak	10.1 B

- Delays and Level of Service calculated utilizing the methodologies described in Chapters 16 & 17 of the 2000 Highway Capacity Manual (HCM).

DELAY is measured in seconds

LOS = Level of Service

NB = northbound, SB=southbound, etc

T=thru movement, L=left-turn movement, etc

(S) = Signalized intersection

(U) = Unsignalized intersection

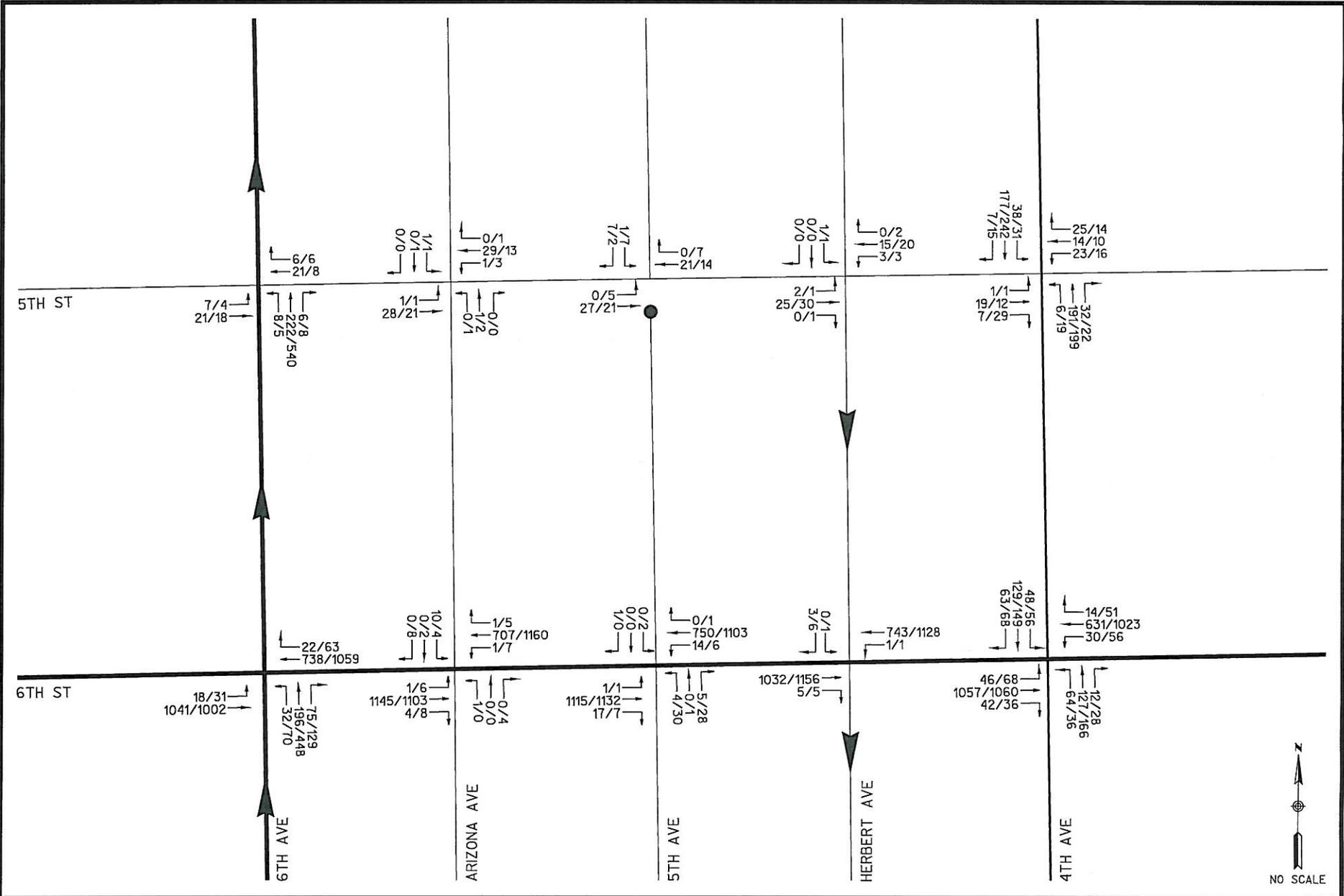


EXHIBIT 5
2012 NON-SITE TRAFFIC VOLUMES
THE DISTRICT TRAFFIC IMPACT ANALYSIS

LEGEND
xxxx/xxxx = AM/PM PEAK HR

TABLE 2
NON-SITE TRAFFIC INTERSECTION OPERATIONS

INTERSECTION	NON-SITE (BACKGROUND ONLY)	
	DELAY	LOS
5th Street/6th Avenue (U)	AM Peak	
	NB L	9.0 A
	EB L	10.6 B
	WB R	10.4 B
	PM Peak	
	NB L	9.0 A
	EB L	13.5 B
5th Street/Arizona Avenue (U)	NB R	12.0 B
	AM Peak	
	NB LTR	9.4 A
	SB LTR	8.9 A
	EB LTR	7.3 A
	WB LTR	7.3 A
	PM Peak	
5th Street/5th Avenue (U)	NB LTR	9.1 A
	SB LTR	9.0 A
	EB LTR	7.2 A
	WB LTR	7.2 A
	AM Peak	
	SB LTR	9.0 A
	EB LTR	9.2 A
5th Street/Herbert Avenue (U)	WB LTR	9.2 A
	AM Peak	
	SB LTR	9.0 A
	EB LTR	9.2 A
	WB LTR	9.2 A
	AM Peak	
	SB LTR	8.8 A
5th Street/4th Avenue (U)	EB LTR	7.2 A
	WB LTR	7.3 A
	PM Peak	
	SB LTR	8.8 A
	EB LTR	7.2 A
	WB LTR	7.3 A
	AM Peak	
6th Street/6th Avenue (S)	NB LTR	7.6 A
	SB LTR	7.8 A
	EB LTR	12.6 B
	WB LTR	12.7 B
	PM Peak	
	NB LTR	7.8 A
	SB LTR	7.8 A
6th Street/Arizona Avenue (U)	EB LTR	11.6 B
	WB LTR	13.6 B
	AM Peak	
	NB LTR	29.1 D
	SB LTR	21.5 C
	EB L	9.2 A
	WB L	11.4 B
6th Street/5th Avenue (U)	PM Peak	
	NB LTR	13.2 B
	SB LTR	23.4 C
	EB L	11.6 B
	WB L	11.2 B
	AM Peak	
	NB LTR	20.8 C
6th Street/Herbert Avenue (U)	SB LTR	11.0 B
	EB L	9.4 A
	WB L	11.4 B
	PM Peak	
	NB LTR	30.4 D
	SB LTR	31.8 D
	EB L	11.1 B
6th Street/4th Avenue (S)	WB L	11.4 B
	AM Peak	
	SB LTR	11.0 B
	EB L	- B
	WB L	11.3 B
	PM Peak	
	SB LTR	15.2 C
6th Street/4th Avenue (S)	EB L	- B
	WB L	11.5 B
6th Street/4th Avenue (S)	AM Peak	9.9 A
	PM Peak	10.3 B

- Delays and Level of Service calculated utilizing the methodologies described in Chapters 16 & 17 of the 2000 Highway Capacity Manual (HCM)

DELAY is measured in seconds

LOS = Level of Service

NB = northbound, SB=southbound, etc.

T=thru movement, L=left-turn movement, etc.

(S) = Signalized intersection

(U) = Unsignalized intersection

**TABLE 3
THE DISTRICT
TRAFFIC GENERATION**

LAND USE	SIZE	RATE (TRIP/BED)	ADT	AM PEAK		PM PEAK	
				VOLUME		VOLUME	
				IN	OUT	IN	OUT
Apartment (ITE Code 220) 30% Trip Reduction ¹ Total Trips	756 Beds	3.31 ²	2,502	42	170	196	106
			-751	-13	-51	-59	-32
			1,751	29	119	137	74

¹Trip reduction percentages assumed based on alternative modes of transportation (walking, biking, transit, carpooling) utilized due to proximity to U of A campus. Project site is approximately 1 mile east of U of A campus.

²ITE Trip Generation Rate for Apartment Use (ITE Code 220). See Appendix C.

**TABLE 4
ITE APARTMENT TRIP RATE VS EXPECTED TRIP RATE FOR THE DISTRICT
TRAFFIC GENERATION COMPARISON**

ITE TRIP RATE

LAND USE	SIZE	RATE (TRIP/PERSON)	ADT	AM PEAK		PM PEAK	
				VOLUME		VOLUME	
				IN	OUT	IN	OUT
Apartment (ITE Code 220) 30% Trip Reduction ¹	756 Beds	3.31 ²	2,502	42	170	196	106
			-751	-13	-51	-59	-32
Total Trips			1,751	29	119	137	74

¹Trip reduction percentages assumed based on alternative modes of transportation (walking, biking, transit, carpooling) utilized due to proximity to U of A campus. Project site is approximately 1 mile east of U of A campus.

²ITE Trip Generation Rate for Apartment Use (ITE Code 220). See Appendix C.

EXPECTED TRIP RATE FOR THE DISTRICT

LAND USE	SIZE	RATE (TRIP/BED)	ADT	AM PEAK		PM PEAK	
				VOLUME		VOLUME	
				IN	OUT	IN	OUT
Student Housing 30% Trip Reduction ¹	756 Beds	2 ³	1,512	28	101	119	64
			-454	-8	-30	-36	-19
Total Trips			1,058	20	71	83	45

¹Trip reduction percentages assumed based on alternative modes of transportation (walking, biking, transit, carpooling) utilized due to proximity to U of A campus. Project site is approximately 1 mile east of U of A campus.

³Expected Trip Rate for the District Student Housing Project.

ADT. This is approximately 40% lower than the trips calculated utilizing the typical apartment trip rate.

TRIP DISTRIBUTION/ASSIGNMENT

The site traffic distribution for opening year (2012) was estimated based on the site's proximity to the nearby major roadways, existing local traffic patterns and existing traffic counts at the project area intersections. The site's proximity to the University of Arizona campus was also taken into consideration. **Exhibit 6** shows the project distribution percentages utilized for assigning the project trips.

Once this has been established, the project traffic volumes were added to the project area intersections and roadways. **Exhibit 7** shows the project only traffic volumes and **Exhibit 8** shows the 2012 total traffic volumes (includes project traffic) within the project study area.

OPENING YEAR (2012) TRAFFIC ANALYSIS

Table 5 shows that all project area signalized intersection to continue operate at LOS B or better during the AM and PM peak hours with the addition of the project related traffic.

Table 5 also shows that all the critical movements of the unsignalized intersections to operate at LOS D or better during the AM and PM peak hours with the addition of project related traffic.

CONCLUSIONS/RECOMMENDATIONS

Based on The District traffic impact analysis, the nearby project area intersections were calculated to operate at acceptable levels of service during opening year conditions. **Table 6** shows the intersection operations summary for the scenarios analyzed.

The following are recommendations to facilitate access to the proposed project site:

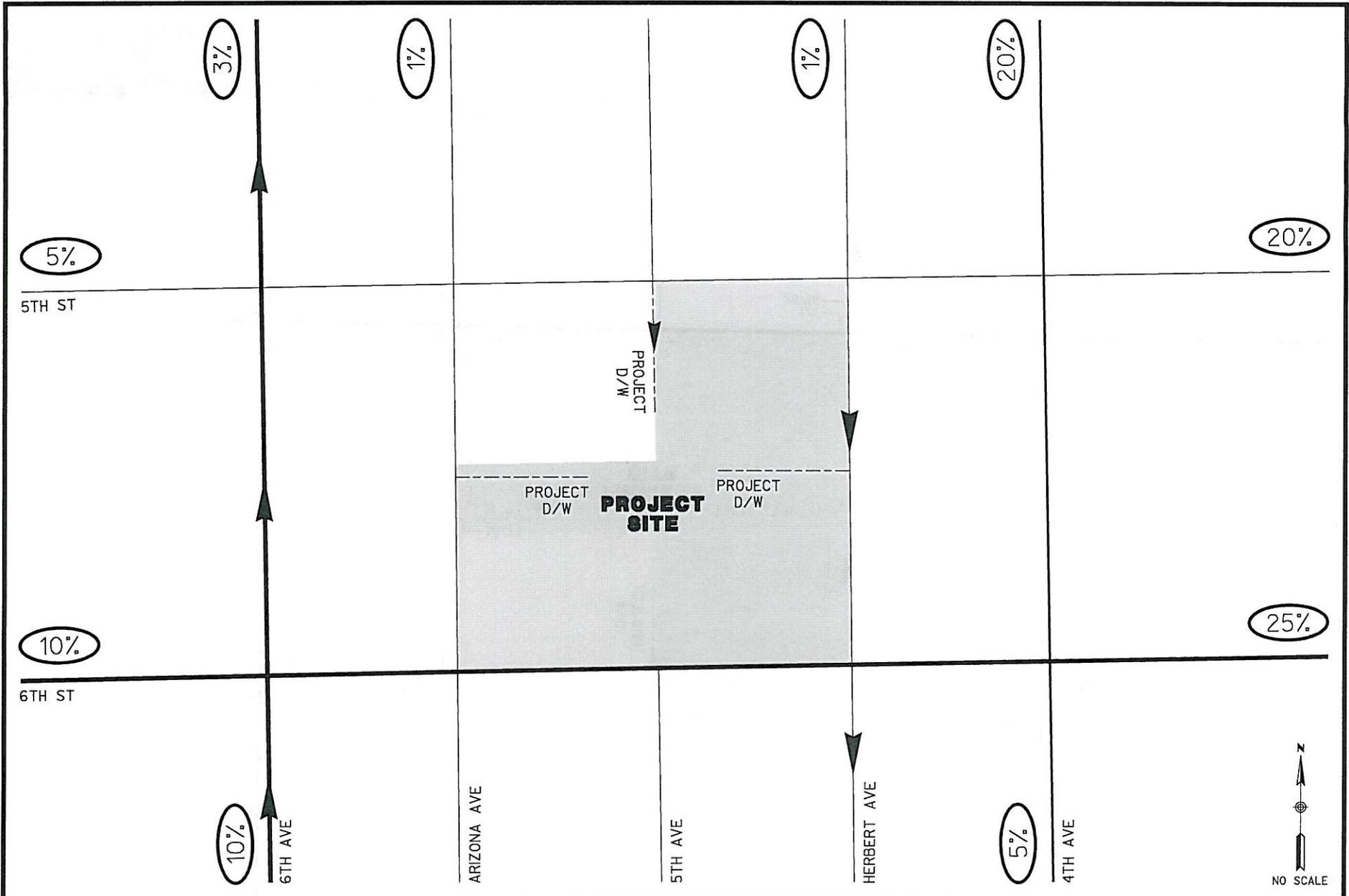
5TH STREET/5TH AVENUE-PROJECT ACCESS

The proposed project access at the 5th Street/5th Avenue intersection should continue to provide for unsignalized control. 5th Avenue south of 5th Street should be signed as one-way southbound for the south leg of this intersection. The intersection lane configuration should be as follows:

Southbound: -Single shared left-through-right

Eastbound: -Single shared left-through-right

Westbound: -Single shared left-through-right



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EXHIBIT 6
PROJECT DISTRIBUTION PERCENTAGES
THE DISTRICT TRAFFIC IMPACT ANALYSIS

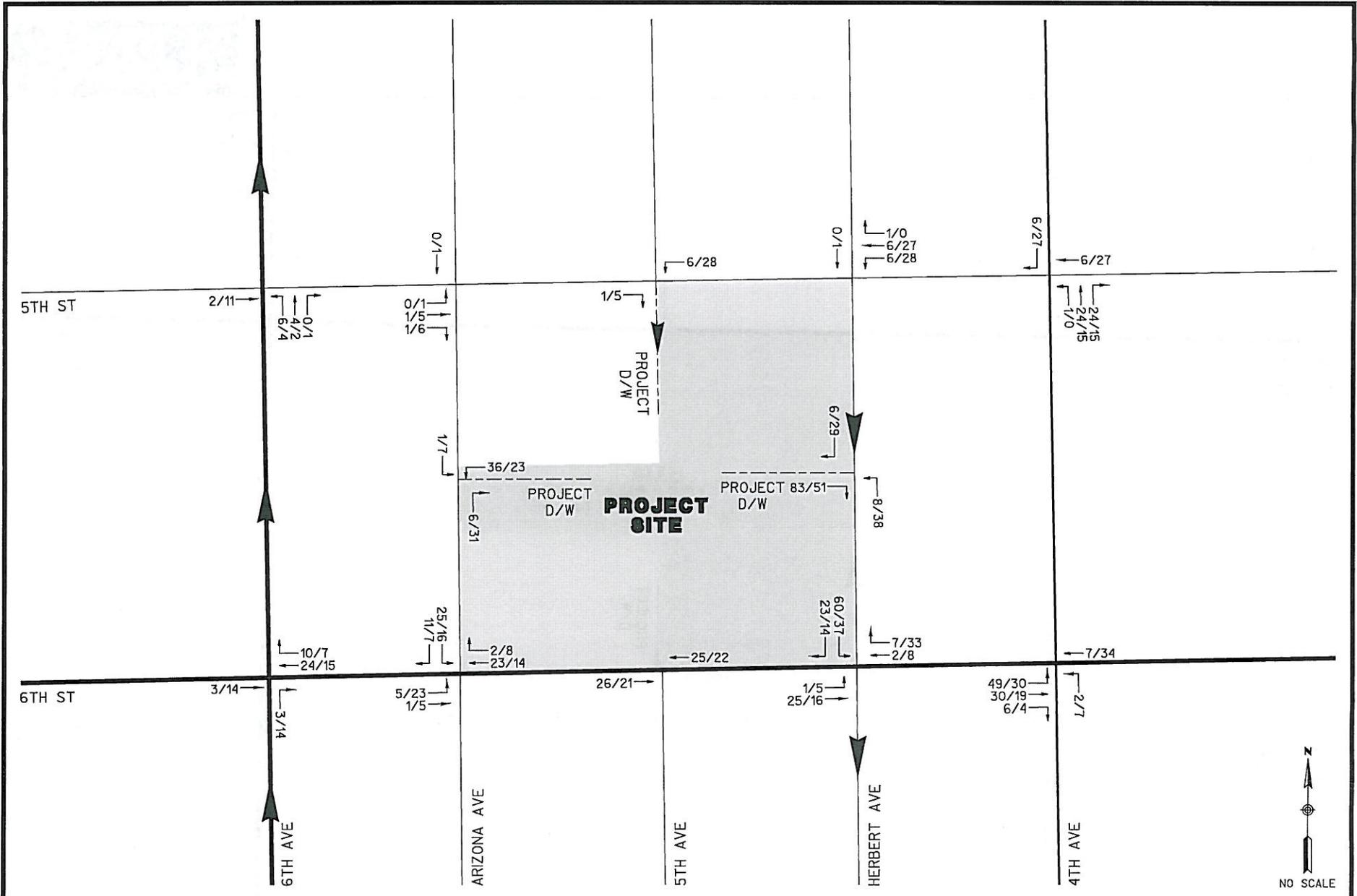


EXHIBIT 7
PROJECT TRAFFIC VOLUMES
THE DISTRICT TRAFFIC IMPACT ANALYSIS

LEGEND
xxxx/xxxx = AM/PM PEAK HR

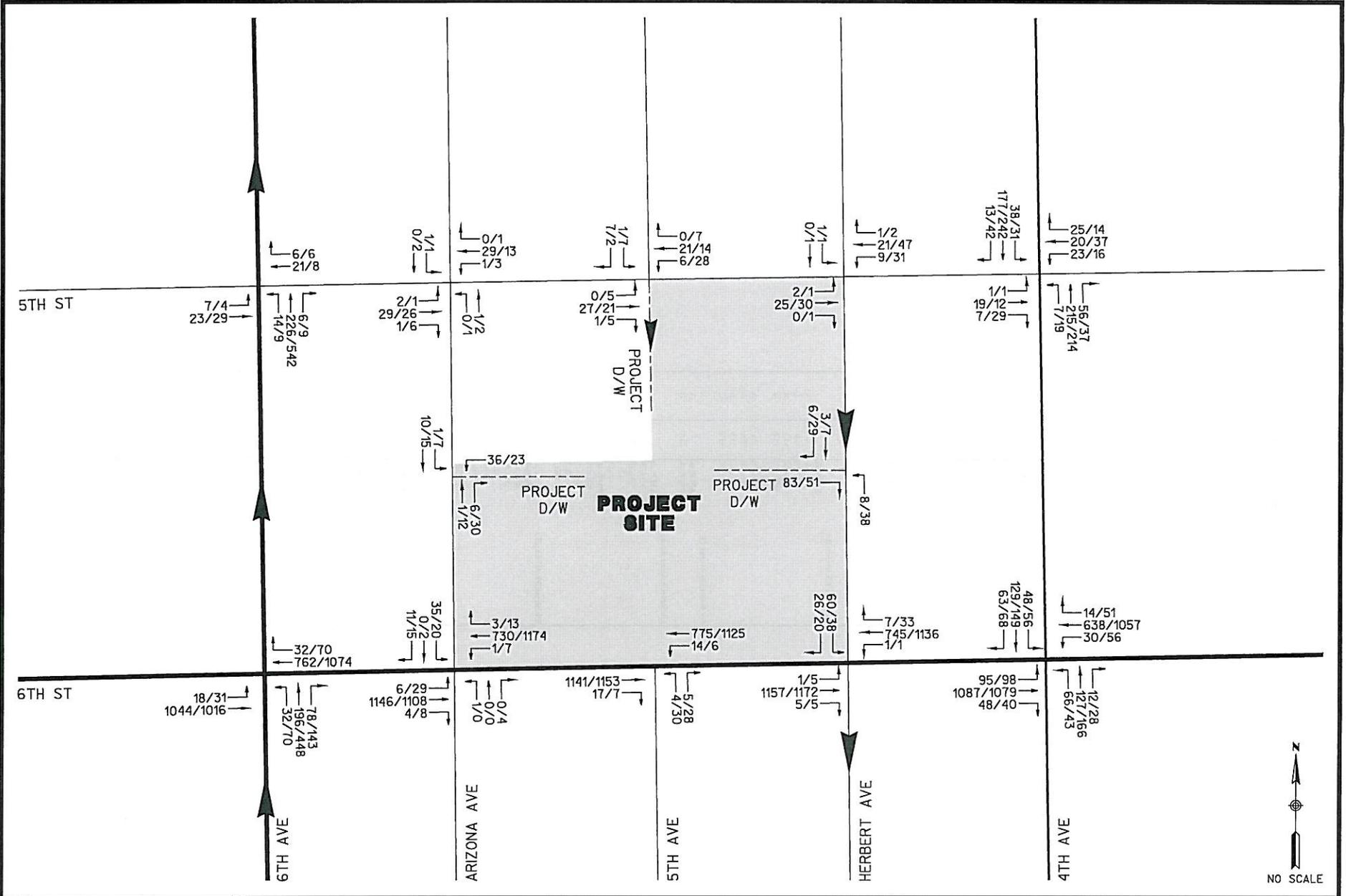


EXHIBIT 8
 2012 TOTAL TRAFFIC VOLUMES
 THE DISTRICT TRAFFIC IMPACT ANALYSIS

LEGEND
 xxxx/xxxx = AM/PM PEAK HR

TABLE 5
OPENING YEAR (2012) INTERSECTION OPERATIONS

INTERSECTION	OPENING YEAR (2012)	
	DELAY	LOS
5th Street/6th Avenue (U)	AM Peak	
	NB L	9.1 A
	EB L	10.8 B
	WB R	10.6 B
	PM Peak	
	NB L	9.0 A
EB L	14.2 B	
WB R	12.1 B	
5th Street/Arizona Avenue (U)	AM Peak	
	NB LTR	9.4 A
	SB LTR	8.9 A
	EB LTR	7.3 A
	WB LTR	7.3 A
	PM Peak	
	NB LTR	9.2 A
	SB LTR	9.2 A
EB LTR	7.2 A	
WB LTR	7.3 A	
5th Street/5th Avenue (U)	AM Peak	
	SB LTR	9.0 A
	EB LTR	9.3 A
	WB LTR	9.3 A
	PM Peak	
	SB LTR	9.0 A
EB LTR	9.2 A	
WB LTR	9.2 A	
5th Street/Herbert Avenue (U)	AM Peak	
	SB LTR	8.9 A
	EB LTR	7.2 A
	WB LTR	7.3 A
	PM Peak	
	SB LTR	9.7 A
EB LTR	7.3 A	
WB LTR	7.3 A	
5th Street/4th Avenue (U)	AM Peak	
	NB LTR	7.6 A
	SB LTR	7.9 A
	EB LTR	13.2 B
	WB LTR	13.6 B
	PM Peak	
	NB LTR	7.9 A
	SB LTR	7.8 A
EB LTR	11.9 B	
WB LTR	15.9 C	
6th Street/6th Avenue (S)	AM Peak	7.1 A
	PM Peak	11.9 B
6th Street/Arizona Avenue (U)	AM Peak	
	NB LTR	29.9 D
	SB LTR	22.1 C
	EB L	9.4 A
	WB L	11.4 B
	PM Peak	
	NB LTR	13.2 B
	SB LTR	32.7 D
EB L	12.0 B	
WB L	11.3 B	
6th Street/5th Avenue (U)	AM Peak	
	NB LTR	21.4 C
	SB LTR	11.2 B
	EB L	9.5 A
	WB L	11.6 B
	PM Peak	
	NB LTR	31.5 D
	SB LTR	32.8 D
EB L	11.3 B	
WB L	11.5 B	
6th Street/Herbert Avenue (U)	AM Peak	
	SB LTR	21.4 C
	EB L	9.4 A
	WB L	11.5 B
	PM Peak	
	SB LTR	28.9 D
EB L	11.6 B	
WB L	11.6 B	
6th Street/4th Avenue (S)	AM Peak	9.7 A
	PM Peak	10.2 B
Arizona Avenue/Driveway (U)	AM Peak	
	SB L	7.2 A
	WB L	8.7 A
	PM Peak	
SB L	7.3 A	
WB L	8.9 A	
Herbert Avenue/Driveway (U)	AM Peak	
	NB L	8.6 A
	SB R	9.2 A
	PM Peak	
NB L	8.8 A	
SB R	9.2 A	

- Delays and Level of Service calculated utilizing the methodologies described in Chapters 16 & 17 of the 2000 Highway Capacity Manual (HCM).
 DELAY is measured in seconds
 LOS = Level of Service
 NB = northbound, SB = southbound, etc.
 T = thru movement, L = left-turn movement, etc.
 (S) = Signalized intersection
 (U) = Unsignalized intersection

TABLE 6
INTERSECTION OPERATIONS SUMMARY

INTERSECTION	EXISTING		NON-SITE (BACKGROUND ONLY)		OPENING YEAR (2012)		
	DELAY	LOS	DELAY	LOS	DELAY	LOS	
5th Street/6th Avenue (U)	AM Peak						
	NB L	9.0	A	9.0	A	9.1	A
	EB L	10.4	B	10.6	B	10.8	B
	WB R	10.3	B	10.4	B	10.6	B
	PM Peak						
	NB L	9.0	A	9.0	A	9.0	A
	EB L	13.1	B	13.5	B	14.2	B
WB R	11.7	B	12.0	B	12.1	B	
5th Street/Arizona Avenue (U)	AM Peak						
	NB LTR	9.3	A	9.4	A	9.4	A
	SB LTR	8.9	A	8.9	A	8.9	A
	EB LTR	7.3	A	7.3	A	7.3	A
	WB LTR	7.3	A	7.3	A	7.3	A
	PM Peak						
	NB LTR	9.1	A	9.1	A	9.2	A
	SB LTR	9.0	A	9.0	A	9.2	A
	WB LTR	7.2	A	7.2	A	7.2	A
WB LTR	7.2	A	7.2	A	7.3	A	
5th Street/5th Avenue (U)	AM Peak						
	SB LTR	9.0	A	9.0	A	9.0	A
	EB LTR	9.2	A	9.2	A	9.3	A
	WB LTR	9.2	A	9.2	A	9.3	A
	PM Peak						
	SB LTR	9.0	A	9.0	A	9.0	A
	WB LTR	9.2	A	9.2	A	9.2	A
5th Street/Herbert Avenue (U)	AM Peak						
	SB LTR	8.8	A	8.8	A	8.9	A
	EB LTR	7.2	A	7.2	A	7.2	A
	WB LTR	7.3	A	7.3	A	7.3	A
	PM Peak						
	SB LTR	8.8	A	8.8	A	9.7	A
	WB LTR	7.2	A	7.2	A	7.3	A
5th Street/4th Avenue (U)	AM Peak						
	NB LTR	7.6	A	7.6	A	7.6	A
	SB LTR	7.7	A	7.8	A	7.9	A
	EB LTR	12.3	B	12.6	B	13.2	B
	WB LTR	12.3	B	12.7	B	13.6	B
	PM Peak						
	NB LTR	7.8	A	7.8	A	7.9	A
	SB LTR	7.7	A	7.8	A	7.8	A
	WB LTR	11.3	B	11.6	B	11.9	B
6th Street/6th Avenue (S)	AM Peak	7.1	A	7.1	A	7.1	A
	PM Peak	11.6	B	11.8	B	11.9	B
	AM Peak						
	NB LTR	26.8	D	29.1	D	29.9	D
	SB LTR	20.3	C	21.5	C	22.1	C
	EB L	9.1	A	9.2	A	9.4	A
	WB L	11.0	B	11.4	B	11.4	B
6th Street/Arizona Avenue (U)	PM Peak						
	NB LTR	12.7	B	13.2	B	13.2	B
	SB LTR	21.6	C	23.4	C	32.7	D
	EB L	11.2	B	11.6	B	12.0	B
	WB L	10.9	B	11.2	B	11.3	B
	AM Peak						
	NB LTR	19.4	C	20.8	C	21.4	C
SB LTR	10.8	B	11.0	B	11.2	B	
EB L	9.2	A	9.4	A	9.5	A	
WB L	11.1	B	11.4	B	11.6	B	
6th Street/5th Avenue (U)	PM Peak						
	NB LTR	27.0	D	30.4	D	31.5	D
	SB LTR	29.2	D	31.8	D	32.8	D
	EB L	10.8	B	11.1	B	11.3	B
	WB L	11.0	B	11.4	B	11.5	B
	AM Peak						
	SB LTR	10.8	B	11.0	B	11.5	B
EB L	-	-	-	-	9.4	A	
WB L	10.9	B	11.3	B	11.5	B	
6th Street/Herbert Avenue (U)	PM Peak						
	SB LTR	14.5	B	15.2	C	28.9	D
	EB L	-	-	-	-	11.6	B
	WB L	11.1	B	11.5	B	11.6	B
	AM Peak						
	SB LTR	10.8	B	11.0	B	21.4	C
	WB L	10.9	B	11.3	B	11.5	B
6th Street/4th Avenue (S)	AM Peak	9.7	A	9.9	A	9.7	A
	PM Peak	10.1	B	10.3	B	10.2	B
	AM Peak						
SB L	-	-	-	-	7.2	A	
WB L	-	-	-	-	8.7	A	
PM Peak							
SB L	-	-	-	-	7.3	A	
WB L	-	-	-	-	8.9	A	
Arizona Avenue/Driveway (U)	AM Peak						
	NB L	-	-	-	-	8.6	A
	SB R	-	-	-	-	9.2	A
	PM Peak						
	NB L	-	-	-	-	8.8	A
SB R	-	-	-	-	9.2	A	
Herbert Avenue/Driveway (U)	AM Peak						
	NB L	-	-	-	-	8.6	A
	SB R	-	-	-	-	9.2	A
	PM Peak						
	NB L	-	-	-	-	8.8	A
SB R	-	-	-	-	9.2	A	

- Delays and Level of Service calculated utilizing the methodologies described in Chapters 16 & 17 of the 2000 Highway Capacity Manual (HCM)
 DELAY is measured in seconds
 LOS = Level of Service
 NB = northbound, SB=southbound, etc
 T=thru movement, L=left-turn movement, etc
 (S) = Signalized intersection
 (U) = Unsignalized intersection